

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Revision: 3
Date: 06/19/89

WASHINGTON, D.C.

M A S T E R M I N I M U M E Q U I P M E N T L I S T

AEROSPATIALE
SA-330G AND SA-330J

Flight Standards Division
Aircraft Evaluation Group, ASW-270
Federal Aviation Administration
Southwest Region
4400 Blue Mound Road
Fort Worth, TX 76193-0270

Telephone: (817) 624-5270
FTS: 734-5270

AEROSPATIALE
SA-330G AND SA-330J

Table of Contents

| SYSTEM NO. | SYSTEM | PAGE |
|------------|-------------------------------------|------------------|
| -- | Table of Contents | I |
| -- | Log of Revisions | II |
| -- | Control Page | III |
| -- | Highlights of Change | IV |
| -- | Definitions | V, VI, VII, VIII |
| -- | Definitions | IX, X |
| -- | Preamble | XI, XII |
| -- | Guidelines for (O) & (M) Procedures | XIII |
| 21 | Air Conditioning | 21-1 |
| 22 | Auto Flight | 22-1 |
| 23 | Communications | 23-1 |
| 24 | Electrical Power | 24-1 |
| 25 | Equipment/Furnishings | 25-1 |
| 28 | Fuel | 28-1 |
| 30 | Ice and Rain Protection | 30-1 |
| 31 | Indicating/Recording Systems | 31-1 |
| 32 | Landing Gear | 32-1 |
| 33 | Lights | 33-1, 2 |
| 34 | Navigation | 34-1, 2 |
| 35 | Oxygen | 35-1 |
| 52 | Doors | 52-1 |
| 65 | Rotors | 65-1 |
| 77 | Engine Indicating | 77-1 |

Log of Revisions

[illegible]

AEROSPATIALE
SA-330G AND SA-330J

Control Page

| SYSTEM | PAGE | REV NO. | CURRENT DATE |
|-------------------------------------|------|---------|--------------|
| Cover Page | - | 3 | 06/19/89 |
| Table of Contents | I | 3 | 06/19/89 |
| Log of Revisions | II | 3 | 06/19/89 |
| Control Page | III | 3 | 06/19/89 |
| Highlights of Change | IV | 3 | 06/19/89 |
| Definitions | V | 2 | 06/14/89 |
| | VI | 2 | 06/14/89 |
| | VII | 2 | 06/14/89 |
| | VIII | 2 | 06/14/89 |
| | IX | 2 | 06/14/89 |
| | X | 2 | 06/14/89 |
| Preamble | XI | 2 | 06/14/89 |
| | XII | 2 | 06/14/89 |
| Guidelines for (O) & (M) Procedures | XIII | 2 | 05/11/89 |
| 21 | 21-1 | 2 | 05/11/89 |
| 22 | 22-1 | 2 | 05/11/89 |
| 23 | 23-1 | 2 | 05/11/89 |
| 24 | 24-1 | 2 | 05/11/89 |
| 25 | 25-1 | 2 | 05/11/89 |
| 28 | 28-1 | 2 | 05/11/89 |
| 30 | 30-1 | 2 | 05/11/89 |
| 31 | 31-1 | 2 | 05/11/89 |
| 32 | 32-1 | 2 | 05/11/89 |
| 33 | 33-1 | 2 | 05/11/89 |
| | 33-2 | 2 | 05/11/89 |
| 34 | 34-1 | 2 | 05/11/89 |
| | 34-2 | 2 | 05/11/89 |
| 35 | 35-1 | 2 | 05/11/89 |
| 52 | 52-1 | 2 | 05/11/89 |
| 65 | 65-1 | 2 | 05/11/89 |
| 77 | 77-1 | 2 | 05/11/89 |

AEROSPATIALE
SA-330G AND SA-330J

Highlights of Change 3

1. This revision reflects revised preamble and definitions pages.

AEROSPATIALE
SA-330G AND SA-330JDefinitions
(Effective 6/14/89)

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

AEROSPATIALE
SA-330G AND SA-330JDefinitions
(Effective 6/14/89)

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

4. "*" symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42.

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: VII
Revision: 2
Date: 06/14/89

AEROSPATIALE
SA-330G AND SA-330J

Definitions
(Effective 6/14/89)

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

AEROSPATIALE
SA-330G AND SA-330JDefinitions
(Effective 6/14/89)

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

AEROSPATIALE
SA-330G AND SA-330JDefinitions
(Effective 6/14/89)

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

The letter designators are inserted adjacent to Column 2.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

AEROSPATIALE
SA-330G AND SA-330JDefinitions
(Effective 06/14/89)

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

AEROSPATIALE
SA-330G AND SA-330JPreamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

AEROSPATIALE
SA-330G AND SA-330JPreamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

AEROSPATIALE
SA-330G AND SA-330J

Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. Those procedures must be established by the operator. The following guidelines specify the objectives of the required procedures:

24-1 (M) Procedure to disconnect inoperative Generator drive.

28-5 (O) Procedure to meet proviso.

32-1 (M) Procedure to verify Landing Gear is down.

32-2 (M) Procedure to verify Landing Gear is down.

| | | | | |
|-----------------------------------|------|---------------------------------|---|--|
| U.S. DEPARTMENT OF TRANSPORTATION | | | | |
| FEDERAL AVIATION ADMINISTRATION | | | | |
| MASTER MINIMUM EQUIPMENT LIST | | | | |
| AIRCRAFT: | | REVISION NO: 2 | | PAGE: |
| AEROSPATIALE | | | | |
| SA-330G AND SA-330J | | DATE: 05/11/89 | | 21-1 |
| 1. | 2. | NUMBER INSTALLED | | |
| SYSTEM & SEQUENCE NUMBERS | ITEM | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | | 4. REMARKS OR EXCEPTIONS | | |
| 21 AIR CONDITIONING | | | | |
| 1. Blower (Fan) | C | 1 | 0 | *May be inoperative for VFR flight provided: |
| | | | | a. Heated air is not needed to assure defogging or defrosting. |
| | | | | OR |
| | | | | b. Windshield heated panels are operative. |

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

22-1

[illegible]

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

23-1

SYSTEM &

ITEM

3. NUMBER REQUIRED FOR DISPATCH

NUMBERS

4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

1. Communications

C

0

*As required by FAR.

Equipment (FM, HF,
UHF, VHF, Etc.)

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

24-1

| SYSTEM & SEQUENCE NUMBERS | | 1. | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------|--|----|---------------------|---|--|---------------------------------|---|
| 24 | ELECTRICAL POWER | | | | | | |
| 1. | AC Generator Systems | B | 2 | 1 | | | *(M)One may be inoperative for Day-VFR flight below 10,000' MSL provided the inoperative Generator Drive is disconnected. |
| 2. | AC Generator Warning Lights | C | 2 | 1 | | | *One may be inoperative provided Voltmeter is selected to unit with inoperative light. |
| 4. | Static Inverter (Ground) | C | 1 | 0 | | | *May be inoperative provided AC power is available for ground/preflight checks. |
| 4. | Transformer Rectifier (TR) | B | 2 | 1 | | | *One may be inoperative for Day-VFR flight below 10,000' MSL provided DC Interbar Contactor is operative. |
| 5. | Transformer Rectifier (TR) Connect-Disconnect Indicator Lights | C | 2 | 1 | | | *One may be inoperative provided Voltmeter is selected to unit with inoperative light. |
| 6. | Battery Connect-Disconnect Lights | C | 1 | 0 | | | *May be inoperative provided both TR Indicator Lights are operating and Voltmeter is selected to Battery position. |

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE:

DATE: 05/11/89

25-1

| 1. | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|---------------------------------|--|---------------------|---|---------------------------------|--|---|
| SYSTEM & SEQUENCE NUMBERS | ITEM | | | | | |
| 25 | EQUIPMENT/FURNISHINGS | | | | | |
| 1. | Helicopter Flotation Devices | C | - | 0 | | *As required by FAR. |
| 2. | Passenger Seat Belts | C | - | 0 | | *One for each occupied seat. If belt is inoperative or missing, seat must be blocked & placarded. |
| 3. | Flight Deck Crew Shoulder Harnesses | B | - | 0 | | *If a harness becomes inoperative, aircraft shall not depart airport where repairs or replacements can be made. |
| 4. | Emergency Locator Transmitter (ELT) | C | - | 0 | | * |
| 5. | Passenger Convenience Item(s) | | - | 0 | | *Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this MMEL shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. |

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE:

DATE: 05/11/89

28-1

| SYSTEM & SEQUENCE NUMBERS | | 1. ITEM | 2. NUMBER INSTALLED | | | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---------------------------|---------------------------|---------|---------------------|---|--|---------------------------------|---|
| 28 | FUEL | | | | | | |
| 1. | Normal Booster Pumps | C | 2 | 0 | | | *May be inoperative below 10,000 feet MSL. |
| 2. | Transfer Pump | C | 1 | 0 | | | *May be inoperative if the fuel supply available to each engine is adequate to meet the dispatch requirements of the current FAR or FAA authorizations. |
| 3. | High Level Warning System | C | 2 | 0 | | | *May be inoperative provided respective fuel quantity indicator is operative. |
| 4. | Low Level Warning System | C | 2 | 0 | | | *May be inoperative provided respective fuel quantity indicator is operative and normal fuel transfer is not required. |
| 5. | Fuel Quantity Indicators | C | 2 | 1 | | | *(0)One may be inoperative provided the respective High and Low Level Lights are operative, and alternate fuel management procedure is established prior to dispatch. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

AEROSPATIALE
SA-330G AND SA-330J

REVISION NO: 2

PAGE:

DATE: 05/11/89

30-1

| 1. SYSTEM & SEQUENCE NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|------------------------------|---------------------------------|---------------------|---|---------------------------------|--|--|
| ITEM | | | | | | |
| 30 | ICE AND RAIN PROTECTION | | | | | |
| 1. | Engine Inlet Anti-icing Systems | B | 2 | 0 | | *May be inoperative provided flight is not conducted in icing conditions or IFR into known or forecast icing conditions and not otherwise required by AFM. |
| 2. | Pitot Heaters | B | 2 | 0 | | *May be inoperative for VFR flight unless precipitation or icing conditions are known or forecast. |
| 3. | Windshield Wipers | C | 2 | 0 | | *May be inoperative provided operations are not conducted in precipitation during the takeoff and landing phase. |
| 4. | Windshield Heated Panels | C | 2 | 0 | | *May be inoperative for VFR operation provided Defogging/ Demisting Blower Fan in Ventilation System is operative. |
| 5. | Ice Detection | C | - | 0 | | * |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

AEROSPATIALE
SA-330G AND SA-330J

REVISION NO: 2

PAGE:

DATE: 05/11/89

31-1

| 1. SYSTEM & SEQUENCE NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|------------------------------|--|---------------------|---|---------------------------------|---|---|
| ITEM | | | | | | |
| 31 | INDICATING/RECORDING SYSTEMS | | | | | |
| 1. | Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation | C | - | 1 | | *Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by, any pilot at the pilot's station. |
| | | C | - | 0 | | *May be inoperative for VFR provided Elapsed Timer is installed and operative. |
| 2. | Hour Meter | C | - | 0 | * | |
| 3. | Aircraft/Engine Monitoring System | C | - | 0 | * | |
| 4. | Cockpit Voice Recorder | B | - | 0 | | *May be inoperative provided Flight Data Recorder is installed and operative. |
| 5. | Flight Data Recorder | B | - | 0 | | *May be inoperative provided Cockpit Voice Recorder is installed and operative. |
| 6. | Elapsed Timer | C | - | 0 | | *May be inoperative provided Clock is operative. |

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

32-1

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

AEROSPATIALE
SA-330G AND SA-330J

REVISION NO: 2

PAGE:

DATE: 05/11/89

33-1

| 1. | | 2. NUMBER INSTALLED | | | |
|---------------------------------|---|---------------------|---|---------------------------------|---|
| SYSTEM & SEQUENCE NUMBERS | ITEM | | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | | | 4. REMARKS OR EXCEPTIONS | |
| 33 | LIGHTS | | | | |
| 1. | Cabin Emergency Light System | C | 1 | 0 | *May be inoperative provided passengers are not carried. |
| 2. | Cockpit Instrument Lighting System | B | 2 | 0 | *May be inoperative provided: a. Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, b. Direct rays and reflections do not impair visibility either inside or outside the aircraft, c. Lighting intensity can be controlled or preset to a satisfactory level for the expected flight conditions, and d. Lighting configuration at dispatch is acceptable to the flight crew. |
| 3. | Position Light System | C | 1 | 0 | *May be inoperative for day operations. |
| 4. | Anti-collision Light System | B | 1 | 0 | *May be inoperative for day operations. |
| 5. | Landing Lights | C | 2 | 0 | *May be inoperative for day. |
| 6. | Emergency Inspection Lamp (Cockpit) | C | 1 | 0 | *May be inoperative for day operations. |
| 7. | Passenger Notice System (Fasten Seat Belt-No Smoking) | B | 1 | 0 | *(0)May be inoperative provided: a) Passengers are not carried. OR b) Alternate procedures are used for passenger notification. OR c) Public address system is installed and operative. |

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

33-2

[illegible]

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

AEROSPATIALE
SA-330G AND SA-330J

REVISION NO: 2

PAGE:

DATE: 05/11/89

34-1

| 1. | | 2. NUMBER INSTALLED | | | |
|---------------------------------|-----------------------------------|---------------------|---|--|---|
| SYSTEM & SEQUENCE NUMBERS | ITEM | | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | | | 4. REMARKS OR EXCEPTIONS | |
| 34 | NAVIGATION | | | | |
| | | | | For items 1 through 7, no more than two items may be inoperative at any pilot station. | |
| 1. | Air Speed Indicators | B | 2 | 1 | *One may be inoperative for Day-VFR provided aircraft is not operated under Rotorcraft Transport Category A. |
| 2. | Altimeters | B | 2 | 1 | *One may be inoperative for Day-VFR provided aircraft is not operated under Rotorcraft Transport Category A. |
| 3. | Attitude Gyro Indicators | B | 2 | 1 | *One may be inoperative for Day-VFR provided aircraft is not operated under Rotorcraft Transport Category A. |
| 4. | Directional Gyro Indicators | B | 2 | 1 | *One may be inoperative for Day-VFR provided aircraft is not operated under Rotorcraft Transport Category A. |
| 5. | Vertical Speed Indicators | B | 2 | 1 | *One may be inoperative for VFR. |
| 6. | Gyroscopic Rate of Turn Indicator | B | 1 | 0 | *One may be inoperative provided: a. Third Attitude Indicator is installed and operative. OR B. For Day-VFR. |
| 7. | Slip & Skid Indicator | B | 2 | 1 | *One may be inoperative for Day-VFR flight. The pilot manipulating the controls must have the operative indicator. |

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

AEROSPATIALE

SA-330G AND SA-330J

REVISION NO: 2

PAGE:

DATE: 05/11/89

34-2

| 1. SYSTEM & SEQUENCE NUMBERS | | 2. NUMBER INSTALLED | | 3. NUMBER REQUIRED FOR DISPATCH | | 4. REMARKS OR EXCEPTIONS |
|------------------------------|--|---------------------|---|---------------------------------|--|---|
| ITEM | | | | | | |
| 34 | NAVIGATION | | | | | |
| 8. | Navigation Systems (VOR, ILS, ADF, Long Range, etc.) | C | - | 0 | | *As required by FAR. |
| 9. | ATC Transponder | C | - | 0 | | *As required by FAR. |
| 10. | Flight Director | C | - | 0 | | * |
| 11. | Radio Altimeter System | C | 1 | 0 | | *May be inoperative provided Rotorcraft Transport Category A vertical operations are not conducted. |
| 12. | Airborne Weather Radar System | C | - | 0 | | *As required by FAR. |
| 13. | Third Attitude Indicator | C | - | 0 | | *May be inoperative for VFR provided Gyroscopic Rate of Turn Indicator is operative. |
| 14. | Thunderstorm Detection System | C | - | 0 | | *As required by FAR. |
| 15. | Altitude Encoding System | C | - | 0 | | *As required by FAR. |
| 16. | Marker Beacon | C | - | 0 | | *May be inoperative provided approach is not predicated on its use. |
| 17. | DME | C | - | 0 | | *May be inoperative provided navigation is not predicated on its use. |

| | | | |
|-----------------------------------|---|-------------------------------|------------------------------|
| U.S. DEPARTMENT OF TRANSPORTATION | | | |
| FEDERAL AVIATION ADMINISTRATION | | MASTER MINIMUM EQUIPMENT LIST | |
| AIRCRAFT: | | REVISION NO: 2 | PAGE: |
| AEROSPATIALE | | | |
| SA-330G AND SA-330J | | DATE: 05/11/89 | 35-1 |
| 1. | 2. | NUMBER INSTALLED | |
| SYSTEM & SEQUENCE NUMBERS | ITEM | 3. | NUMBER REQUIRED FOR DISPATCH |
| | | 4. REMARKS OR EXCEPTIONS | |
| 35 | OXYGEN | | |
| 1. | Oxygen System and Masks (Crew and Passengers) | C - 0 | *As required by FAR. |

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

52-1

SYSTEM &
SEQUENCE
NUMBERS

3. NUMBER REQUIRED FOR DISPATCH

1. Door Warning System

C

1

0

*May be inoperative provided it is determined through visual check that the doors are closed and latched.

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

65-1

[illegible]

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 2

PAGE :

DATE: 05/11/89

77-1

SYSTEM &
SEQUENCE

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. Overpower Monitoring System

C

1

0

*May be inoperative provided operations are not predicated on its use.

2. Fuel Flow Indicator System

B

—

0

*